

Senate Transportation Hearing Briefing



Presented By:

Gloria J. Jeff

Director, Michigan Department of Transportation

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The Border Transportation Partnership



Why Are We Doing the Study?

- The study will identify solutions that support the region, state, provincial, and national economies while addressing civil and national defense and homeland security needs of the busiest trade corridor between the U.S. and Canada.

Costs in 2030 of Not Addressing Congestion at the Detroit River Border^a

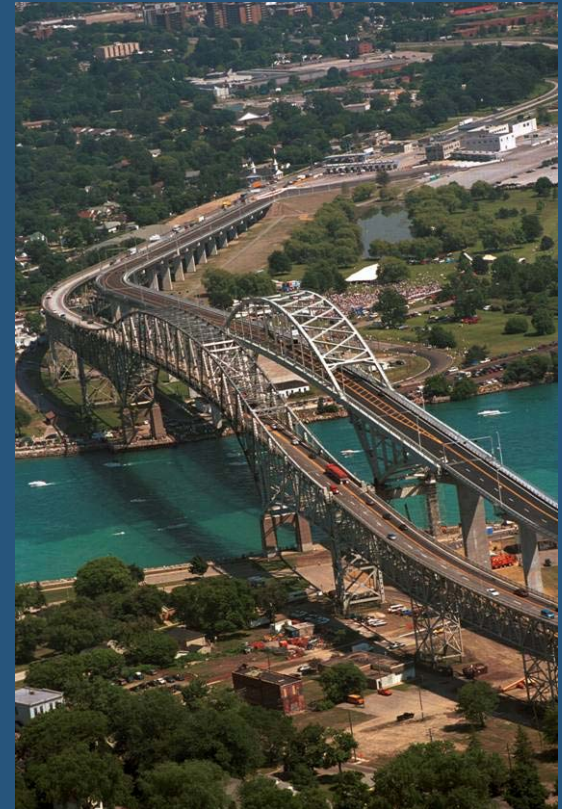
	Michigan	United States	Ontario	Canada
Cumulative Lost Employment	25,000	79,000	52,000	70,000
Annual Lost Production	\$4,440	\$10,620	\$2,900	\$4,510
	millions 2000 US\$		millions 2000 CAN\$	

Source: URS Canada and HLB Decision Economics, Inc.

^a In the SEMCOG-Essex County Region, there would be 10,00 fewer U.S. jobs and 12,000 fewer Canadian jobs, and a combined production loss of US\$3.2 billion or CAN\$5.1 billion.

Border Project Coordination Strategy

- Immediate-Term
 - Ambassador Bridge Gateway Project
- Mid-Term
 - Blue Water Bridge Plaza Expansion
- Long-Term
 - Detroit River International Crossing Study



Who is Performing the Study?

The Border Transportation Partnership

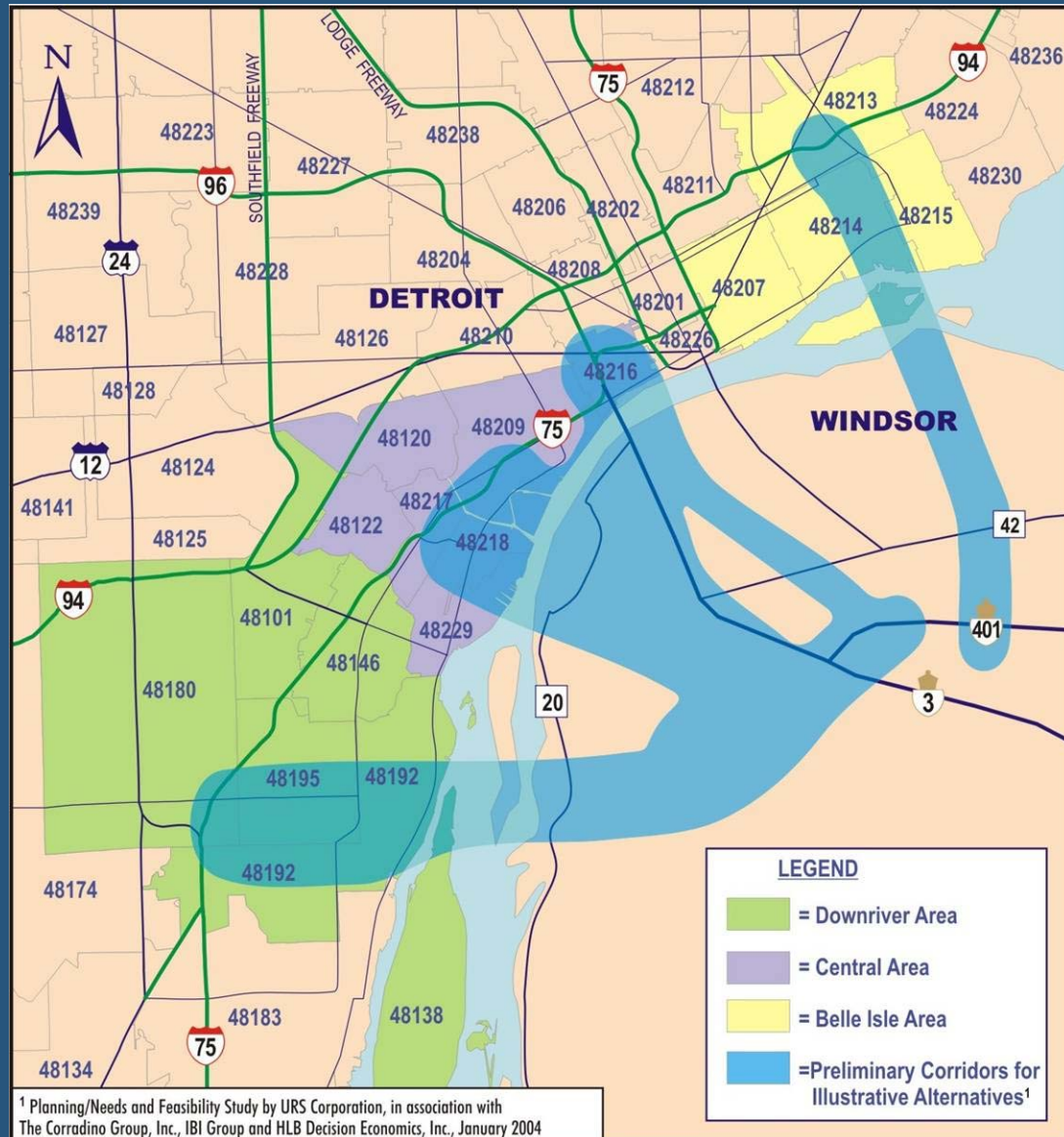
- Federal Highway Administration
- Transport Canada
- Michigan Department of Transportation
- Ontario Ministry of Transportation



- All agencies have specific decision –making responsibilities.
- All agencies must agree on location and type of facility

What Current Sites Are Being Considered for Potential Crossings?

Study Area



How is the Study Being Conducted and What Role Will the Public Have?

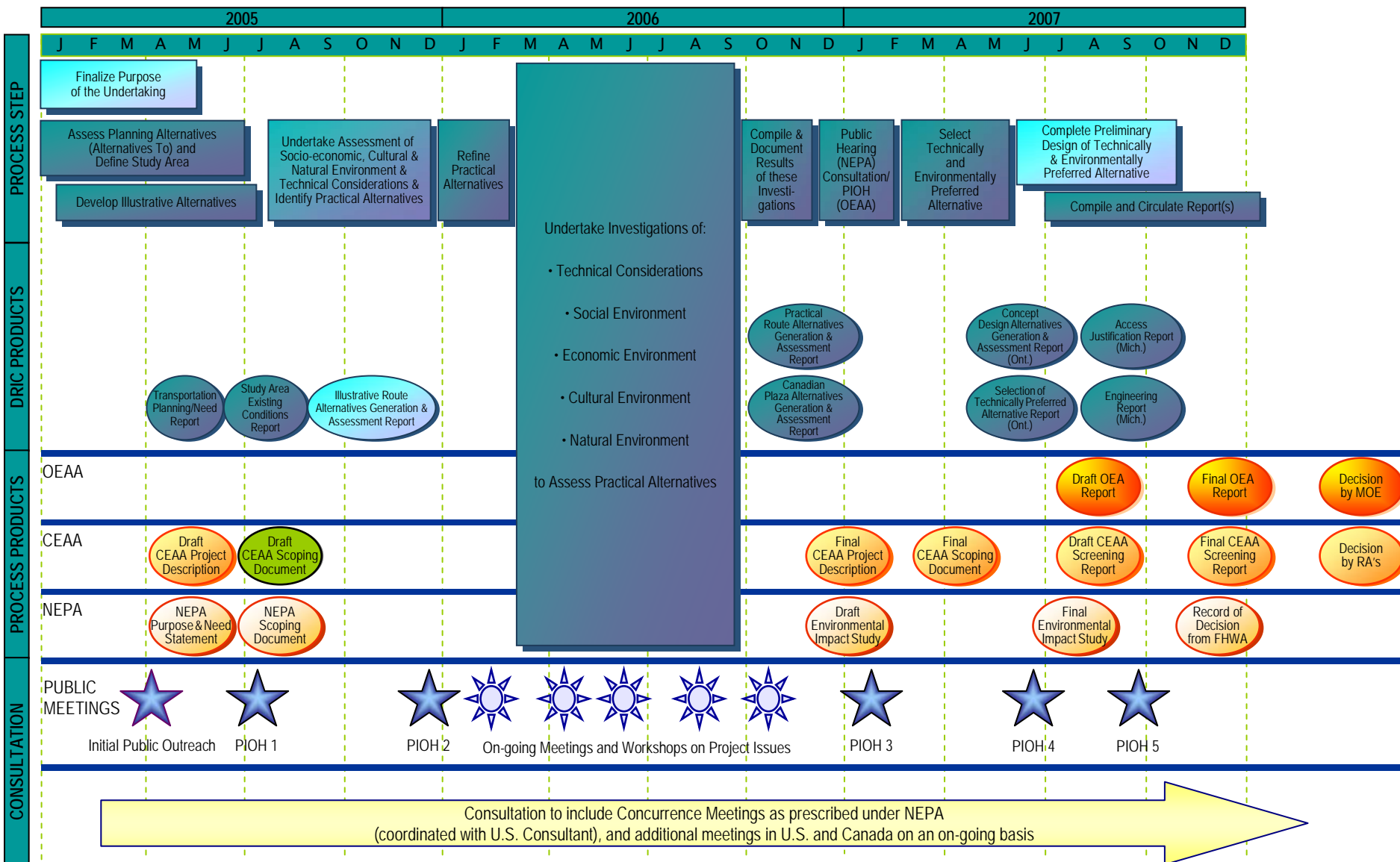
Process

- According to guidance of federal National Environmental Policy Act (NEPA)
- MDOT standard environmental review procedures

Study Process Schedule

Updated: May 27, 2005

The activities and studies for the DRIC project will be conducted in accordance with the requirements of approval agencies in Canada and the U.S.



Public Input Opportunities

Public Meeting Event	Date
A Study Kickoff	Mid April 2005
B Illustrative Alternatives Definition	Third week of June 2005
<i>C Scoping</i>	<i>August 31, 2005</i>
D Preliminary Illustrative Alternatives Evaluation	Second week of December 2005
E Practical Alternatives Selection	Third week of March 2006
F Context Sensitive Design 1	First week of April 2006
G Community Impact Assessment 1	First week of May 2006
H Context Sensitive Design 2	First week of June 2006
I Community Impact Assessment 2	First week of July 2006
J Context Sensitive Design 3	First week of August 2006
K DEIS Available for Review	Second week of December 2006
L DEIS Public Hearing	Second week of January 2007
M Recommended Alternative Presentation	Second week of December 2007

Additional Public Involvement Opportunities

Local Advisory Council (LAC)

Community groups reps and elected officials

Monthly meeting schedule

Local Agency Group (LAG)

Technical staff of local governmental units

Monthly meeting schedule

Private Sector Advisory Group

Bi-national private sector businesses

Quarterly meeting schedule

For More Detailed Information

Senior Project Manager:

Mohammed Alghurabi @ 517-373-7674

- Telephone Hotline: 1-800-900-2649
- Project Website:
www.partnershipborderstudy.com

What Does the National Environmental Policy Act (NEPA) Require?

NEPA Requirements

- Examine all feasible and prudent alternatives
- Elimination of any alternative must be documented completely
- Remaining alternatives are documented in EIS
 - Reviewed by public and numerous agencies at the local, state and federal levels

Does NEPA Require MDOT To Look At All Options?

NEPA Requirements

- Yes.
- U.S. case law states:
 - All feasible and prudent alternatives must be examined to avoid the charge of being “arbitrary and capricious” in conducting the study and preparing the EIS.

Are There Challenges in the Southern Corridor?

- All three corridors have unique challenges
- Downriver corridor challenges:
 - Intensely developed in the U.S. and rural in Canada
 - Detroit River is approximately three miles wide
 - Piers likely in Detroit River
 - Detroit River International Wildlife Refuge
 - Natural environmental impacts
 - Further distance to western freeway connections
 - Airport flight paths
 - Other community impacts

Can Michigan Just Say `No' To Options It Doesn't Like?

NEPA Requirements

- No.
- Any elimination must be completely documented with sufficient justification.
- Likewise for our Canadian partners.

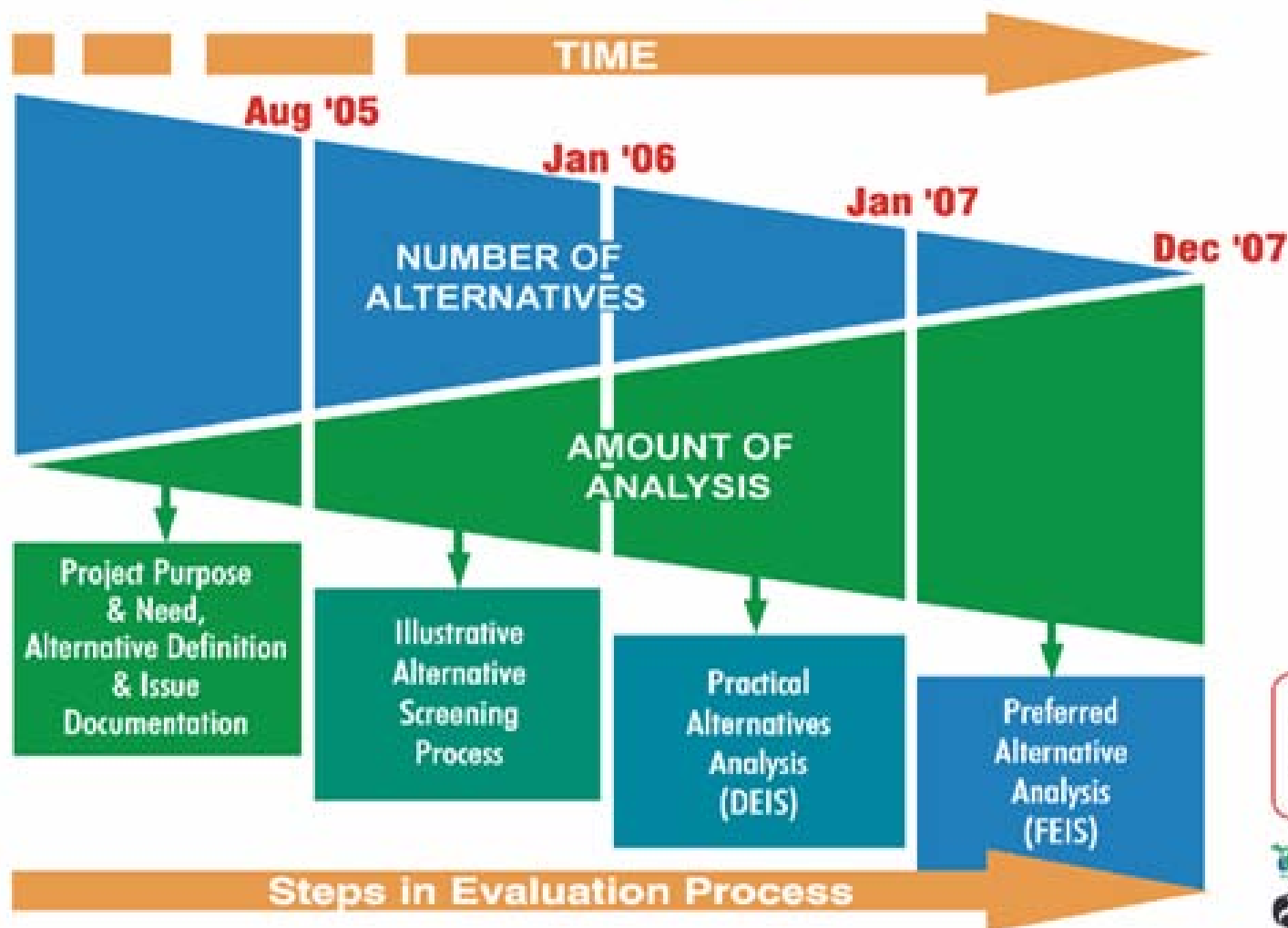
Southern Corridor *Tunnel* Options Eliminated

Category	Downriver	Central	Belle Isle
Soft Ground Bored Tunnel	Not Feasible	Possibly Feasible	Feasible
Rock Tunnel	Not Feasible	Not Feasible	Not Feasible
Submerged Tunnel	Not Feasible	Technically Feasible – Engineering Not Feasible & Prudent – Environmental Issues	Technically Feasible – Engineering Not Feasible & Prudent – Environmental Issues

Source: Parsons Transportation Group

Is There a Detailed Timeline
for the Process?

Overall Project Timeline



Detroit River
INTERNATIONAL CROSSING
PROJECT

MDOT

Ontario

Environment Canada

Canada

What Permits Need to be
Obtained from Other State and
Federal Agencies Regarding this
Study?

Permits

- No permits are required for this study
- Following approval of the EIS, permits will be needed for construction
 - Permits required are dependent upon which alternative is selected
- May potentially require permits from 15 federal/state agencies